

## Redmond & Co.

**BANKERS AND BROKERS.**  
41 WALL ST., NEW YORK.  
23 LA SALLE ST.,  
PHILADELPHIA. CHICAGO.  
Transact a general Foreign and Domestic  
Banking Business.  
Members New York Stock Exchange.  
**INVESTMENT SECURITIES.**  
Letters of Credit  
Available in all parts of the world.

## E. CLARENCE JONES & CO.

**BANKERS.**  
New York. Philadelphia.  
100 Nassau St., NEW YORK (111).  
Members N. Y. & PHILA. STOCK EXCHANGES.  
**Investment Securities.**  
Letters of Credit  
Available in all parts of the world.

## Vermilye & Co.

**BANKERS.**  
NASSAU & PINE STS., NEW YORK.  
30 EAST GERMAN STREET,  
BALTIMORE.  
**TRUST COMPANIES.**

## EMPIRE STATE TRUST CO.

Capital and Surplus \$1,000,000  
100 WALL ST., NEW YORK (111).  
Receives deposits, subject to check. Allows  
interest on daily balances.  
LLOYD W. BOLDEN, Pres. CUNEO O. PARMLEY, V. Pres.  
M. B. GILLESPIE, Treas. C. E. BRINE, Secy.

## COMMERCIAL TRUST COMPANY

OF NEW JERSEY  
15 EXCHANGE PLACE, JERSEY CITY, N. J.  
Capital, Surplus & Profits \$2,000,000  
**SAFE DEPOSIT VAULTS.**  
INTEREST PAID ON CHECK ACCOUNTS.

## FINANCIAL.

**NEW YORK STOCK EXCHANGE.**  
NOTICE TO HOLDERS.  
The 5% Debenture of the New York Air  
Line Co. due November 1, 1903, will be paid at  
the office of the Knickerbocker Trust Company,  
100 Wall St., New York, on November 1, 1903.  
CHARLES E. GOODRICH, Treasurer.  
New York, October 31, 1903.

## DIVIDENDS AND INTEREST.

**PRESS STEEL CAR COMPANY.**  
October 28, 1903.  
A quarterly dividend of ONE AND THREE-  
QUARTERS PER CENT (1 3/4%) will be paid on  
the preferred stock of this company on or before  
November 1, 1903, to stockholders of record at the  
close of business on October 27, 1903. The  
transfer books will close on October 27, 1903.  
The transfer books will close at three P. M. on  
November 1, 1903, and reopen at ten A. M. on  
November 2, 1903.  
P. G. JENKS, Treasurer.

**COMMON STOCK OF ONE PER CENT.** (1%)  
will be paid on the common stock of this company  
on or before November 1, 1903, to stockholders of  
record at the close of business on October 27, 1903.  
The transfer books will close on October 27, 1903.  
The transfer books will close at three P. M. on  
November 1, 1903, and reopen at ten A. M. on  
November 2, 1903.  
P. G. JENKS, Treasurer.

**EXTRA DIVIDEND.**  
The FOURTH DIVIDEND OF FOUR PER CENT (4%)  
of the common stock of this company will be paid  
on or before November 1, 1903, to stockholders of  
record at the close of business on October 27, 1903.  
The transfer books will close on October 27, 1903.  
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November 1, 1903, and reopen at ten A. M. on  
November 2, 1903.  
P. G. JENKS, Treasurer.

**UNITED STATES EXPRESS COMPANY.**  
New York, October 17, 1903.  
A dividend of 2% in the form of a check will be  
paid to stockholders of record on November 5, 1903.  
The transfer books will close on November 3, 1903,  
and reopen on November 4, 1903.  
EDWARD T. WELLS, Treasurer.

**THE CHESAPEAKE AND OHIO RAILWAY CO.**  
Richmond, Va., October 24, 1903.  
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## FINANCIAL AND COMMERCIAL.

**FRIDAY, Oct. 30.**  
The stock market today did little more  
than mark time. The volume of trading  
approximated the year's record low point,  
and very many people usually taking an  
active interest in the market left Wall  
Street by the middle of the day. Perhaps  
the best thing that can be said of the market  
as a whole is that prices held very steadily  
in the face of a rapidly clouding monetary  
situation. Estimates were to-day of a  
loss sustained by the local banks during  
the week of between \$15,000,000 and  
\$15,000,000. Shipments to the West  
of nearly \$5,000,000 through the Sub-Treasury  
were almost doubled, according to the  
data furnished by the banks, by private  
shipments by express. It is hard to see  
how to-morrow's bank statement, if it at  
all truthfully reflects actual conditions,  
will show other than a loss in surplus re-  
serve of \$7,000,000 or \$8,000,000, which would,  
of course, reduce the surplus above the  
last week by nearly one-half. Wall Street  
could hardly make up its mind to-day that  
any such huge loss would really be  
exhibited, and was confident that the drain  
in cash would in some way be made good.  
Money rates for time and call periods were  
not perceptibly firmer to-day than they  
have been, although they held firmly at  
the high figure recently established.

The bond market was heavy, as it has  
been since the close of business on Friday.  
The situation vanished. Much of the recent  
strength in the bond market has been due  
to speculative rather than investment  
purchases, and those speculative sales are,  
of course, liquidated as quickly as  
purchases of stocks would be if adverse  
circumstances arose. The prices of nearly  
all the bond issues actively dealt in are  
now off from 1 to 1 1/2 points from the high-  
est points touched by them a few days ago.  
The 5% Debenture of the New York Air  
Line Co. is the only one of the bonds that  
has a decline of over 10 points in the price of  
the Detroit, Mackinac and Marquette  
Railroad land grant 7s. The price of these  
bonds fell from 85, at which sales were  
made yesterday, to 75. The reason for the  
decline was a published statement of one of  
the trustees of the bonds under the mort-  
gage that it was doubtful if the value of the  
lands covered by the indenture was sufficient  
to provide for the redemption of the bonds at  
par on their maturity. The bonds named  
are an issue in which there has been a great  
deal of speculation in the last two years  
by a party of operators who have traded  
largely in Canadian Pacific, Twin City  
Rapid Transit and the securities commonly  
referred to in Wall Street as the Canadian  
group.

The general tendency of the market  
to-day was in the direction of weakness,  
although fluctuations in prices were merely  
amounted to small fractions. The trac-  
tion stocks were rather well bought in the  
early part of the day because of the im-  
pression, well founded or ill founded as  
it may be, that prevails in Wall Street  
that the success of Tammany in the com-  
ing municipal election will be beneficial  
to certain local corporations. As the  
success of Tammany seems by no means as-  
sured, stock market ventures of the kind  
described are obviously hazardous, even  
though the fact that the fund-raising idea  
which they are based has substance in-  
stead of shadow behind it. The certainty  
that there will be no strike of importance  
on the Manhattan Elevated Railway was,  
of course, helpful to Manhattan stock,  
although the fear that there would be a  
strike has at no time been acute. Nearly  
all the stock issues were distinctly heavy,  
to some small extent, perhaps, because  
of the threatened strike of iron workers  
in the building trade, and the country  
as indicated the morning papers, but  
chiefly because of renewed pessimistic  
discussion as to the future of the iron  
and steel business generally in the com-  
ing year. The United States Steel issues  
were especially affected by the news that  
large orders for steel rails—articles whose  
manufacture constitute the largest single  
item in the United States Steel Corpora-  
tion's business—had been placed with the  
Steel Corporation's competitors.

The most favorable feature of the gen-  
eral situation at present consists, as it  
has for some days, in the weakness of  
foreign exchange, due to the offerings of  
commercial bills drawn against purchases  
of cotton made by foreigners at the ruling  
high prices for the staple. There now  
seems to be little doubt that the season's  
cotton crop will be less than last year and  
that it will be marketed at a price con-  
siderably higher than seemed probable  
a few months ago. The trouble about  
all this, however, that the business of  
financing the cotton crop is a very high  
price is thrown upon our own shoulders  
until such time as by pure force of money  
we can compel the foreign buyers to send gold  
here in payment for what they have bought.  
Such time is yet afar off, according to all  
competent observers.

**New York Stock Exchange Sales, Oct. 30.**  
CLOSING PRICES OF UNITED STATES BONDS.  
U. S. 4s, 107 1/2; 5s, 108 1/2; 6s, 111 1/2; 7s,  
112 1/2; 8s, 113 1/2; 9s, 114 1/2; 10s, 115 1/2;  
11s, 116 1/2; 12s, 117 1/2; 13s, 118 1/2; 14s,  
119 1/2; 15s, 120 1/2; 16s, 121 1/2; 17s, 122 1/2;  
18s, 123 1/2; 19s, 124 1/2; 20s, 125 1/2;  
21s, 126 1/2; 22s, 127 1/2; 23s, 128 1/2;  
24s, 129 1/2; 25s, 130 1/2; 26s, 131 1/2;  
27s, 132 1/2; 28s, 133 1/2; 29s, 134 1/2;  
30s, 135 1/2; 31s, 136 1/2; 32s, 137 1/2;  
33s, 138 1/2; 34s, 139 1/2; 35s, 140 1/2;  
36s, 141 1/2; 37s, 142 1/2; 38s, 143 1/2;  
39s, 144 1/2; 40s, 145 1/2; 41s, 146 1/2;  
42s, 147 1/2; 43s, 148 1/2; 44s, 149 1/2;  
45s, 150 1/2; 46s, 151 1/2; 47s, 152 1/2;  
48s, 153 1/2; 49s, 154 1/2; 50s, 155 1/2;  
51s, 156 1/2; 52s, 157 1/2; 53s, 158 1/2;  
54s, 159 1/2; 55s, 160 1/2; 56s, 161 1/2;  
57s, 162 1/2; 58s, 163 1/2; 59s, 164 1/2;  
60s, 165 1/2; 61s, 166 1/2; 62s, 167 1/2;  
63s, 168 1/2; 64s, 169 1/2; 65s, 170 1/2;  
66s, 171 1/2; 67s, 172 1/2; 68s, 173 1/2;  
69s, 174 1/2; 70s, 175 1/2; 71s, 176 1/2;  
72s, 177 1/2; 73s, 178 1/2; 74s, 179 1/2;  
75s, 180 1/2; 76s, 181 1/2; 77s, 182 1/2;  
78s, 183 1/2; 79s, 184 1/2; 80s, 185 1/2;  
81s, 186 1/2; 82s, 187 1/2; 83s, 188 1/2;  
84s, 189 1/2; 85s, 190 1/2; 86s, 191 1/2;  
87s, 192 1/2; 88s, 193 1/2; 89s, 194 1/2;  
90s, 195 1/2; 91s, 196 1/2; 92s, 197 1/2;  
93s, 198 1/2; 94s, 199 1/2; 95s, 200 1/2;  
96s, 201 1/2; 97s, 202 1/2; 98s, 203 1/2;  
99s, 204 1/2; 100s, 205 1/2; 101s, 206 1/2;  
102s, 207 1/2; 103s, 208 1/2; 104s, 209 1/2;  
105s, 210 1/2; 106s, 211 1/2; 107s, 212 1/2;  
108s, 213 1/2; 109s, 214 1/2; 110s, 215 1/2;  
111s, 216 1/2; 112s, 217 1/2; 113s, 218 1/2;  
114s, 219 1/2; 115s, 220 1/2; 116s, 221 1/2;  
117s, 222 1/2; 118s, 223 1/2; 119s, 224 1/2;  
120s, 225 1/2;